

CHAPTER TWO: DESCRIPTION OF ALTERNATIVES CONSIDERED

2.1 No-Build Alternative (Not to be called the “Do-Nothing” Alternative)

2.2 Transportation Systems Management (TSM) Alternative

2.2.1 Operational Improvements

2.2.2 Physical improvements

(The NCDOT and FHWA does not endorse the conversion of existing general-purpose (GP) lanes to high occupancy vehicle (HOV) lanes, therefore HOV is not considered a TSM improvement.)

2.3 Transportation Demand Management (TDM) Alternatives

2.3.1 Ridesharing

2.3.2 Flexible Work Schedule

2.3.3 Telecommuting

2.3.4 Guaranteed Ride Home

2.4 Mass Transit Alternatives

2.4.1 Bus Alternatives

2.4.2 Rail Alternatives

2.4.3 Express Lane Alternatives

2.5 Build Alternatives

2.5.1 Logical Termini/Independent Utility

2.5.2 Design Features

2.5.2.1 Design Criteria

2.5.2.2 Typical Sections

2.5.2.3 Access Control

2.5.2.4 Project Study Area

2.5.3 Evaluation of Preliminary Corridors

2.5.3.1 Description of Preliminary Corridors

2.5.3.2 Impacts Based on Functional Design

(The impacts of the Preliminary Corridors are evaluated using GIS data, USGS and Soil Surveys Maps, Phase I Historic Architecture Survey data, National Wetland Inventory mapping and aerial photography)

2.5.3.3 Preliminary Corridors Eliminated from Further Study

2.5.3.4 Corridors Carried Forward for Detailed Study

(High Occupancy Vehicle (HOV) lanes and general-purpose lanes are considered in the same corridors. Therefore, HOV is not considered an independent alternative unless the project considers only HOV lanes.)

2.5.4 Description of Detailed Study Alternatives

- 2.6 Traffic Operation Analyses
 - 2.6.1 Year _____ Build Traffic Projections
 - 2.6.2 Year _____ Build Capacity Analysis
 - 2.6.2.1 Roadway Sections
 - 2.6.2.2 Intersections/Interchanges
- 2.7 Traffic Safety
- 2.8 Costs
- 2.9 Preferred Alternative (FEIS)